



Planning Board May 8, 2007

CASE NO.

Petitioner(s)

Owner(s)

Address

Tax Map & Parcel(s)

Size / Scope

Location

Z-04-07

City of Salisbury

Various

Multiple addresses

Tax Map 471, Parcels 042, 046, 047, 049, 051, 055, 061, 066, 068, & 112

Approximately 55 acres, encompassing 10 parcels

Properties located along the east side of Cedar Springs Road, Circle M Drive, and Dollie Circle.

PETITIONER REQUEST

Establish the M-1 (Light Industrial) city zoning district on Tax Map 471, Parcels 046, 047, 049, 051, 055, 061, & 068 and to establish the R-6A (Multi-Family Residential) city zoning district on Tax Map 471, Parcels 042, 066, & 112 and to establish said districts to all applicable street centerlines, all of which is part of the 2006 statutory annexations

ZONING

Existing County Zoning:

CBI district

Commercial, Business, Industrial (CBI). This zone allows for a wide range of commercial, business and light industrial activities which provide goods and services. This district is typically for more densely developed suburban areas, major transportation corridors, and major cross-roads communities. However this district may also exist or be created in an area other than listed in this subsection if the existing or proposed development is compatible with the surrounding area and the overall public good is served.

Proposed City Zoning:

M-1 district

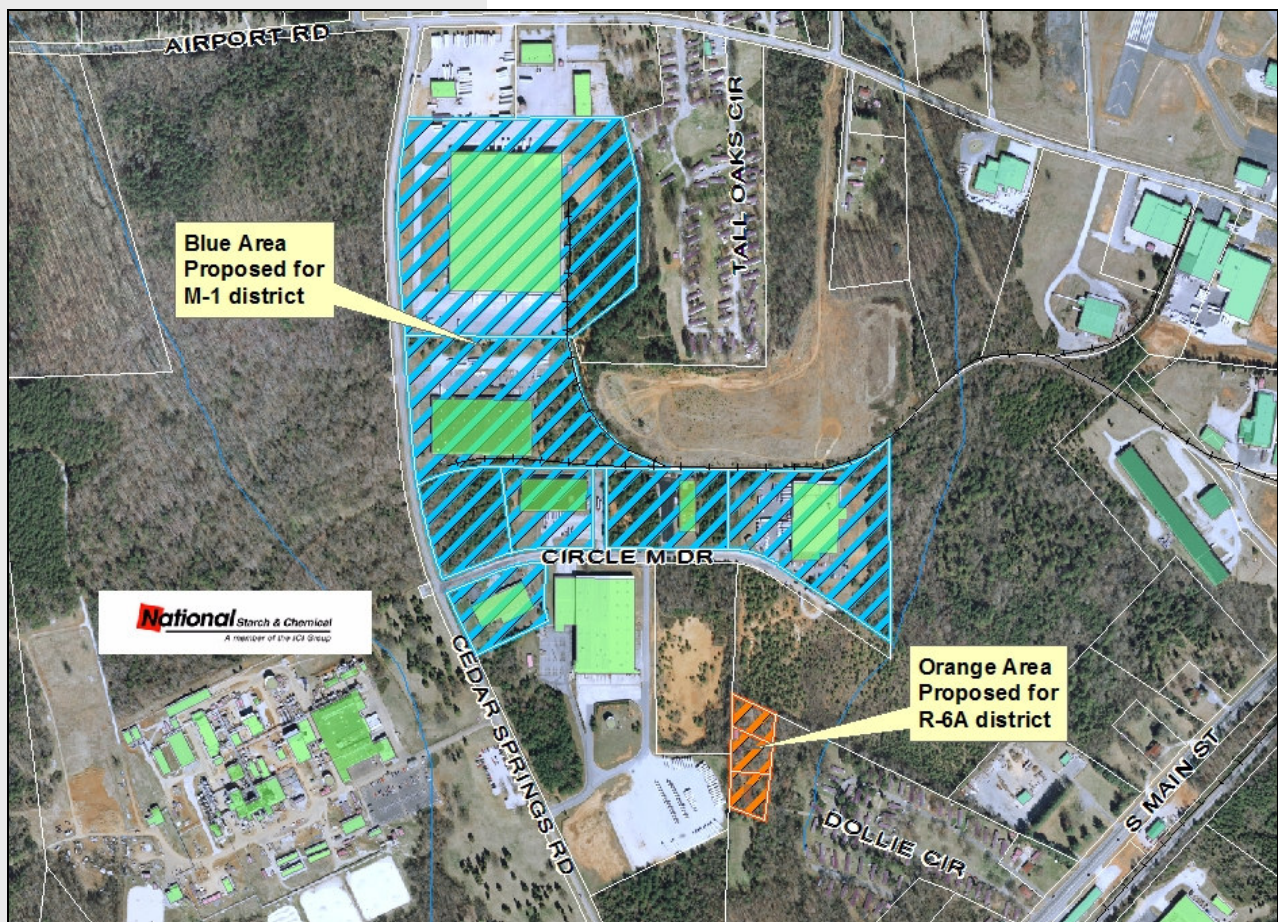
Light industrial district (M-I). The light industrial district is to provide areas for the location of wholesaling and industries for manufacturing, processing, and assembling parts and products, distribution of products at wholesale, transportation terminals, none of which will create smoke, fumes, noise, odor, dust or which will be detrimental to the health, safety, and general welfare of the community.



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R-6A district

Multi-family residential district (R-6A). The multi-family residential (R-6A) district is intended primarily as a residential district for the location of detached single-family dwellings, two-family dwellings and multi-family dwellings along with their customary accessory uses and to establish areas for a density of development relative to the lot size requirements of this district.

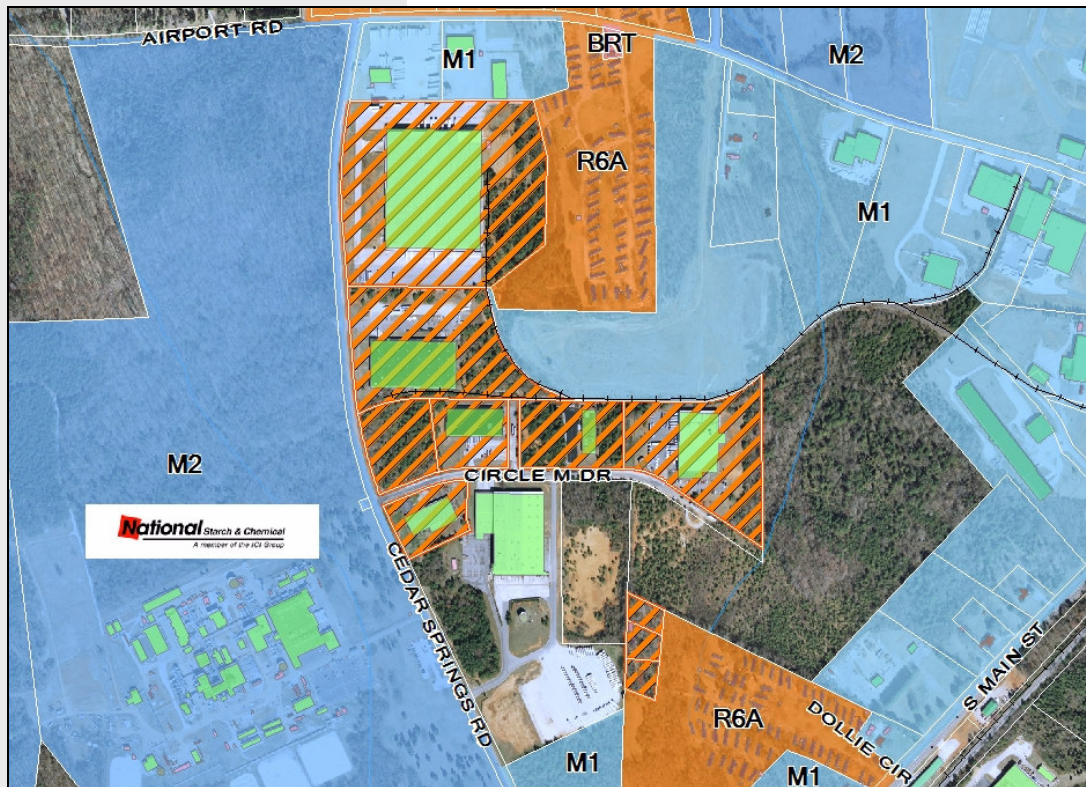




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ADJACENT LAND USES AND ZONING

<i>Location</i>	<i>Existing Land Uses</i>	<i>Existing Zoning</i>
North of area	Light Industrial: Distribution, Warehousing, etc.	M-1
East of area	Mobile Home Residential and Vacant land	R-6A, M-1, CBI
South of area	Commercial and Light Industrial	R-6A, M-1, CBI
West of area	Heavy Industrial across Cedar Springs Road	M-2





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POLICY

SALISBURY 2000 STRATEGIC GROWTH PLAN

The overall objective of the Salisbury 2000 Strategic Growth Plan is *to allow for continued economic development while maintaining and enhancing the area's environment and quality of life.*

Although you will find the contrary below in the 2020 Plan, this annexation area is located within the Primary Growth Area of the 2000 Strategic Growth Plan. That is that portion of the *urban growth area* where urban level services or facilities are already in place or can be provided most cost effectively. This is the area where near term growth and development is to be especially encouraged.

VISION 2020 PLAN

The area in question is located within the Vision 2020 Plan's Secondary Growth area. The *Secondary Growth Area* includes properties to which urban services could be extended within the next twenty years, but with greater difficulty and at a greater cost than for properties in the *Primary Growth Area*. In addition, not all properties within the *Secondary Growth Area* are expected to be developed within the next twenty years. To do so would mean that, within just two decades, the City would sprawl over an area some five times larger than the present city limits.

Since this zoning petition is not a private citizen petitioning for a zone change to allow for some future development, many of the 2020 growth and development policies do not apply to this situation. The area in question, which was annexed into the City effective April 1, 2007, is primarily built-out with a handful of vacant tracts spread throughout. The city's physical "growth" by annexation is an executive and multi-departmental decision that includes but



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also extends beyond the land management and planning department.

In general, this area of the city and county consists of heavy commercial as well as heavy and light industrial activity that has developed in a scattered pattern south of the airport runway. Staff supports retaining the concept of the county's CBI district and the continuation of the predominant land uses of the area due to their proximity to the airport, Highway 29, and Interstate 85. Therefore, staff proposes to simply convert most of the existing CBI district into the City M-1 (Light Industrial) district. The three tracts adjacent to Dollie Circle are proposed for R-6A based on their existing residential land-use and adjacency to other R-6A zoning and residential uses.